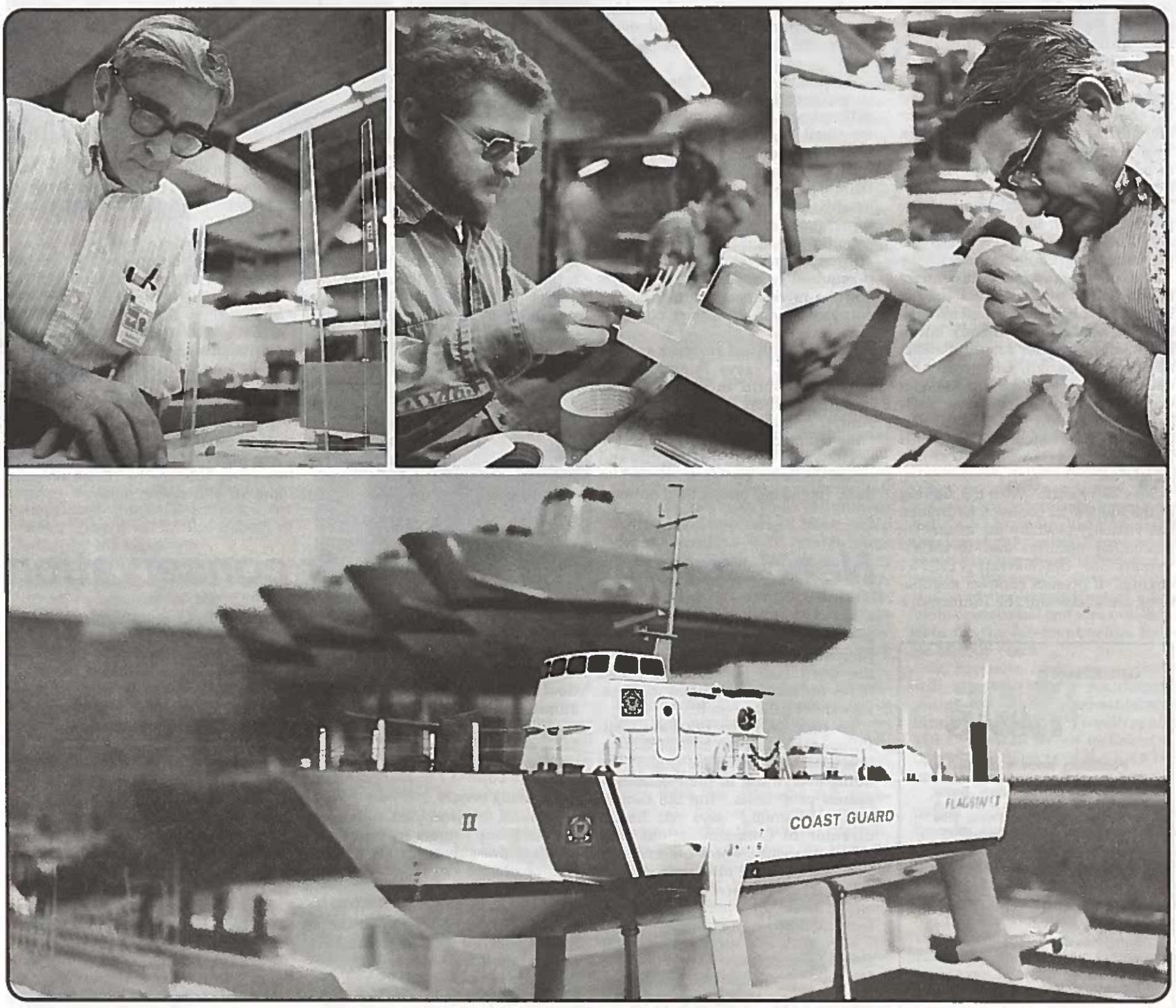
GRUMMAN

plane news

Vol. 34, No. 4, Bethpage, N.Y., February 28, 1975



Their skilled hands help shape look of our future — 4

Sales, technical savvy provide entry into new market

A vigorous selling campaign coupled with years of commercial market research is now bearing fruit for Grumman Aerospace as a new crop of thrust reversers and related products are being readied for delivery. Thrust reversers, installed to the rear of a jet engine's housing (nacelle), are used to reverse jet thrust to achieve more rapid braking during landings.

The first ship-set of thrust reversers, prototypes for the Gates Learjet, Models 35 and 36, was shipped this month. Production sets are scheduled for delivery beginning in August.

The Gates Learjet contract was signed on April 26 1974 — two days earlier, Grumman had signed its first thrust reverser contract with Israel Aircraft Industries (IAI) for its Westwind 1124, a small business jet. Under the multi-million dollar IAI contract, Grumman will produce both thrust reversers and nacelles. Two prototype sets and one half-set to be used for testing were shipped from Plant 4 the middle of February. The balance, comprising all of the production sets, is slated for delivery to IAI at the rate of two ship sets per month beginning in June.

Grumman signed a third contract to produce thrust reversers for the Falcon 10 business jet last August 30. The company is already building engine nacelles for the Falcon. Beginning this fall, Grumman will deliver thrust reversers to Falcon Jet Corporation for retrofitting their F-10 business jets. The Gates Learjet, IAI, and Falcon jets are all powered by the Garrett TFE-731 fanjet engine.

Says Bill Fehrs: "With the signing of the Falcon 10 contract, Grumman has virtually sewn up the market for producing nacelles and thrust reversers for the Garrett TFE-731 engine." If present contract negotiations are successful, he indicated, a fourth aircraft model — the Hawker-Siddeley 125 — powered by the same Garrett engine will also join the Grumman stable.

And the corporate round-up of new business in the nacelle and thrust reverser field may grow even larger. Grumman has its eye on the entire small business-jet market and aims to sell nacelles and thrust reversers for a wide array of different engines and aircrafts.

"Our present marketing strategy," says Bob Zummo, manager of Subcontract Sales-Customer Requirements, "calls for tackling the nacelle and thrust reverser market gradually, beginning with the smaller business jets and working up to medium thrust jets and, eventually, the largest commercial airlines."

According to Fehrs, the decision to pursue the thrust-management subcontract market, most notably for small business jets, grew out of Grumman's determination to diversify its product line. Market research preceding the present effort established that the nacelle and thrust-reverser market fulfilled three essential criteria: the field relied on airframe manufacturing technology; it required power-plant experience; and the market was favorable to the entrance of an additional competitor.

"The total thrust reverser and nacelle market," says Zummo, "is a huge one, worth in excess of two hundred million dollars annually." And, he adds, it's now almost a "one-company field."

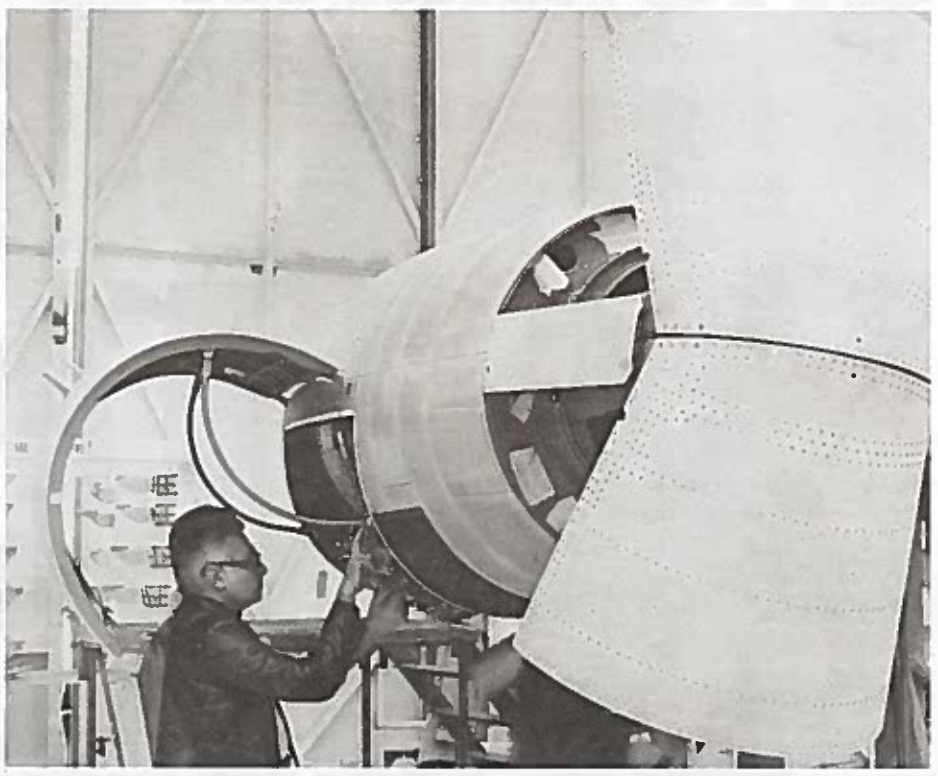
The value of TFE-731 nacelle and thrust-reverser contracts signed to date, including production options, is in excess of $20 million, with total nacelle and thrust-reverser sales for this engine expected to reach $80 million over the next five years, according to Zummo.

"The nacelle and thrust-reverser business began as a fall-out of the airframe subcontracting business," says Herm Bement, assistant to the director of Subcontract Sales.

"What began as a subcontract arrangement has grown into a Grumman-proprietary product," he says.

Achieving Grumman's present market position involved the talents of dozens of people throughout the company, says Bement. He listed among them Sherm Martin and Bill Greathouse in Engineering, Alex Harrisiadis and Harold Dorr in Contracts, and Ed Maliar in Manufacturing.

Bement concluded: "The dedication and hard work of these and many other people over a period of five years is the reason for our increasing role in the thrust reverser and nacelle market today."



Readied for delivery. A thrust-reverser nacelle prototype for the IAI's Westwind 1124 gets a good going over by IAI's Westwind Program Manager Yodor Jacobbi at Plant 4 before shipment last month. (Photo by Jim Wagner).

GRUMMAN plane news

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Need volunteers for paper conservation

Because the price of paper has as much as doubled this past year, Communication Services is passing the word that paper could sometimes be worth *more* than the message that's printed on it.

To cope with the price-availability squeeze, persons at communication counters and repro centers are doing everything in their control to reduce print costs. "But the success of the program," says Art Leach, director of Communications Services, "depends upon the cooperation and restraint of everybody. We all must attack wasteful practices which grew up when printing was free and easy — and cheap."

Here are a few ways you can help tackle the problem:

- Re-institute the practice of routing one copy to a group of people instead of giving everyone his or her own copy to read and discard.
- Knock-out inflexible distribution lists which result in copies to addressees who have no need.
- Reverse the trend toward production and distribution of large summary documents containing complete information files; usually each addressee group needs only a portion of the total information.

Monitoring orders

To meet the workload, Communications group leaders are now under constant pressure to monitor orders and challenge those who continue to include wasteful requests. For large orders, originators will be required to submit their distribution list for analysis by Communications management to insure that cutbacks are not being overlooked.

Belt-tightening inside the Repro and Distribution departments includes: half-size drawing program, conversion of drawing and EO distribution to a 100 percent selective system, and two-sided printing of offset work.

Two-side offset printing is now automatic unless the originator has specified one-side only on the work order and can justify that request. The new drawing and EO (Engineering Order) distribution system is a complete turn-around from the past practice of providing all drawings in a certain category — such as all electronics or all structure. To remain on distribution, the addressee will have to identify at the repro counter the specific drawing numbers he or she does and does not need.

Art Leach foresees these new programs as only the beginning ... so, why don't you help cut down on paper costs by looking over your distribution lists now?

Tomcat briefing. Deputy Secretary of Defense William P. Clements Jr. (L) gives rundown on his hour-long flight in the Tomcat February 7 to Rear Adm. Leonard 'Swoose' Snead (R), Commander, Fighter/Airborne Early Warning Wing, Pacific, and reporter. Clements termed the F-14 a very capable, multi-mission aircraft and his flight very enjoyable.

Name Barton to direct F-14 operations in Iran

Dick Barton

Heading a critical multi-million dollar operation thousands of miles from home base is nothing new to Dick Barton ... he's done that, and successfully, many times before. But when President George Skurla recently tapped the former head of Calverton Operations for the post of Managing Director for F-14 Operations in Iran, he was charging Barton with a task that has financial, technical, and international ramifications that are of extreme importance to the future success of Grumman.

When informed of his new assignment, it didn't take long for Barton to set off on an intercontinental journey to make a first-hand assessment of what the operation in Iran would involve. Barton returned to the States several weeks ago, has already selected his operational staff, and is now preparing with them to head back to Iran where they will set up a permanent operating base. In all, there will be about 1,500 engineering and technical people associated with the F-14 program in Iran. Starting in early 1976, they will be assigned to bases at Isfahan, Mehrabad, and Shiraz during the introduction of the Tomcat.

What does the Iranian operation mean to Grumman? As George Skurla put it: "Our success in introducing the F-14 into the Imperial Iranian Air Force will have a major impact on the future prosperity of the company and continued job security for everyone. Grumman Aerospace has never been more deeply involved with foreign sales than we are now. I think there's a tremendous opportunity for us, certainly when it's considered in relation to the continuing budget squeeze in Washington that has resulted in the reduction of military aircraft procurement programs."

The selection of Barton as managing director for F-14 operations in Iran was based not only on his experience at Calverton and Kennedy Space Center with Grumman, said Skurla, but also on his long experience with the Strategic Air Command in key operational assignments around the world. Barton, who joined Grumman in 1968 as assistant director of Test Operations on the Lunar Module at Kennedy Space Center, was responsible for the integration of all technical, government-supplied equipment, engineering, logistics, and configuration management activities for the Lunar Module launches.

In May of '73 he was assigned to the Calverton facility to become deputy general manager and Plant 7 manager during the big push that put the A-6 and F-14 production programs back on schedule by the end of that year. And when Skurla, who was then a vice president and general manager of Calverton Operations, was elected to the presidency of Grumman Aerospace in March of 1974, Barton was named general manager at Calverton.

Barton developed much of his managerial talent while in SAC. Before he retired in 1964 as a full colonel, after 22 years' service and more than 6,500 hours as a command pilot, Barton held such key posts as: vice commander of the 392nd combat support group; director of the 1st Missile Division at Vandenberg Air Force Base; and director of training for British Royal Air Force crews on maintenance and launching of Thor intermediate range ballistic missile. In his last SAC assignment as deputy chief, Requirements Division, Operations Directorate, he aided in the development, coordination, and implementation of a complete operational test and evaluation plan for the Intercontinental Ballistic Missile Force.

In his new assignment, Barton will report to Skurla for corporate policy and special administrative functions, and to Vice-President Mike Pelehach for all technical and operational aspects of the F-14 Iranian contract.

Among those who will serve on Barton's staff in Iran are: Paul Von Ins, deputy managing director and director of Operations and Training; Gerry Manley, director, Resources Control and Contracts; Tom Ivory, director, Civil Engineering; O.R. Smith, director (acting), Material and Logistics; Bob Saelzer, base manager, Shiraz; Ray Halen, base manager, Isfahan; Al Beauregard, base manager, Mehrabad; Gene Graziano, base manager, Teheran depot.

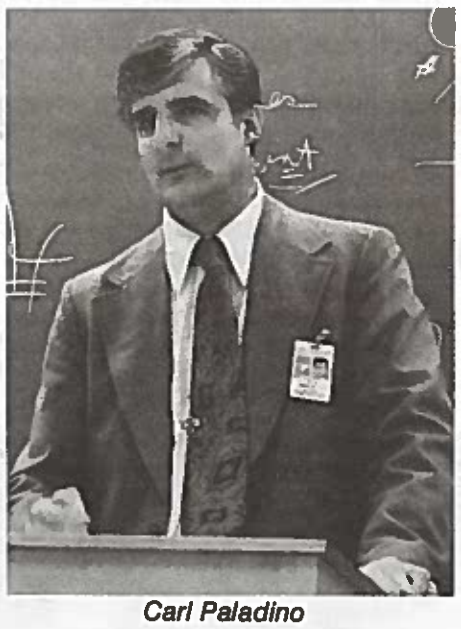
Elect Paladino Vice President; continues as GAC Treasurer

Carl Paladino, Treasurer of Grumman Aerospace for the past 5½ years, was elected a Vice President on February 19.

Paladino, who joined Grumman in 1956, graduated in 1951 from Hofstra University with a Bachelor of Science degree (cum laude) in accounting. He received his New York State license as a Certified Public Accountant in 1956, and, in the spring of 1965 while at Grumman, completed the MIT program for Senior Executives in the School of Industrial Management.

After joining the company as a staff accountant, Paladino was promoted to manager of the Contract Cost Analysis department, and in 1963, was named Chief Accountant for the corporation.

Three years later, the new Vice President was appointed Assistant Treasurer and Controller. In 1969, when Grumman Aircraft Engineering Corporation was restructured and became Grumman Corporation, Paladino became Treasurer of its principal subsidiary, Grumman Aerospace.



Carl Paladino

Since 1957, he has been a member of the N.Y.S. Society of Certified Public Accountants and the American Institute of Certified Public Accountants, and in November of last year, he was honored by his alma mater when Hofstra presented him with the George M. Estabrook Distinguished Service Award.

With an interest in sports, Paladino has also coached the North Babylon Little League and headed the league from 1966-68. In his spare time, he enjoys golf, basketball, and gardening. He and his wife Jane make their home in West Islip with their children: Carl, Kenneth, Steven, and Laura.

On our list?

Starting with the March 14 issue, the Mail Services Department will take over the distribution of *Grumman Plane News* ... and Terry Hauser's group has requested each department or section to fill out a *Plane News* distribution card to insure you receive enough copies. If your group hasn't completed the inquiry as yet, better do it soon ... we don't want to be missed.

Photos by Fred Annette

Shaping our future in mini model-world

Somewhere in the recesses behind the Plant 5 cafeteria exists a miniature world of model boats, planes and spacecraft. Presiding over this Lilliputian world is Fred Kokoska, foreman of the Grumman Model Shop.

Models serve a variety of purposes at Grumman — they can measure aerodynamic forces through wind tunnel tests, test our new hydrofoil designs in Grumman's whirling tank, and even help determine the best way to outwit enemy radars through testing in the anechoic chamber.

Display models of Grumman aircraft, although the most familiar shop products, are generally built by outside contractors. These display models are used as selling tools and as a means of keeping Grumman's image and products before the public. "Since Grumman doesn't produce toothpaste or some other product handy to display, we rely on models to help get our message across," says Frank Colandro, Promotions Manager for Grumman Corporation Public Affairs.

While costs on display models are kept as low as possible through bulk production, the critical wind-tunnel aircraft models are precise custom-made scale replicas, with some of the models requiring thousands of hours of painstaking craftsmanship before they are completed. There are four kinds of models employed in wind tunnel testing: thermal, to measure heat generated by air friction; aerodynamic, to measure aerodynamic forces on the model; combined thermal and aerodynamic models; and flutter models.

Wings, tail and other structures on the flutter model are designed to faithfully simulate vibrations experienced in tunnel testing that, in a real aircraft, could prove hazardous. Engineers are then able to make structural design changes to avoid these dangerous conditions. Throughout this initial design process, model shop personnel work closely with engineers during the construction of both flutter and wind tunnel models and also install some strain gages and other test instrumentation for the small scale craft.

So it's not surprising that versatility and high skill are considered prime prerequisites of a Grumman model builder. "Most model men," says Kokoska, "are complete all-around machinists or wood craftsmen. Since we work with so many different kinds of materials here, we look for people with highly developed skills and with a breadth of experience."

Assistant Foreman Fred Berlenbach is representative of many of Grumman's model makers. Starting out in the machine shop, Berlenbach was introduced to model making 28 years ago. He now specializes in metal construction for the high-speed wind tunnel models. Berlenbach's colleague, Assistant Foreman Emil Prochaska, specializes in models for the low-speed wind tunnel and in special presentation models. Prochaska is considered the dean of the Model Shop work force, because he has spent most of his 38 years at Grumman in the shop, over 25 of those years as foreman.

Looking back now on his career, Prochaska observes, "You need a lot of patience and a pretty good pair of hands to work here. But perhaps most important, you have to be able to take the pressure. We're always in a race against time and have to respond quickly to any last-minute changes."

Modelmaker Gene DiSernia would agree with that assessment. "With wind tunnel models we have to gear our schedule to the availability of the tunnel for testing — and that may give us just a couple of days' warning."

DiSernia, who has been with Grumman and the Model Shop for 12 years now, started out making models over 30 years ago. "When I was a youngster," he says, "I did a lot of models in wood, including several model boats large enough to navigate a fair-sized lake." DiSernia, who still builds models in his spare time, can be found during most lunch breaks carefully shaping and assembling a Dusenberg or replica of a classic American automobile.

At Grumman's Model Shop, it is that type of painstaking craftsmanship that helps shape some of the technological marvels of tomorrow.

Lunar lander to ride 'Freedom Train'

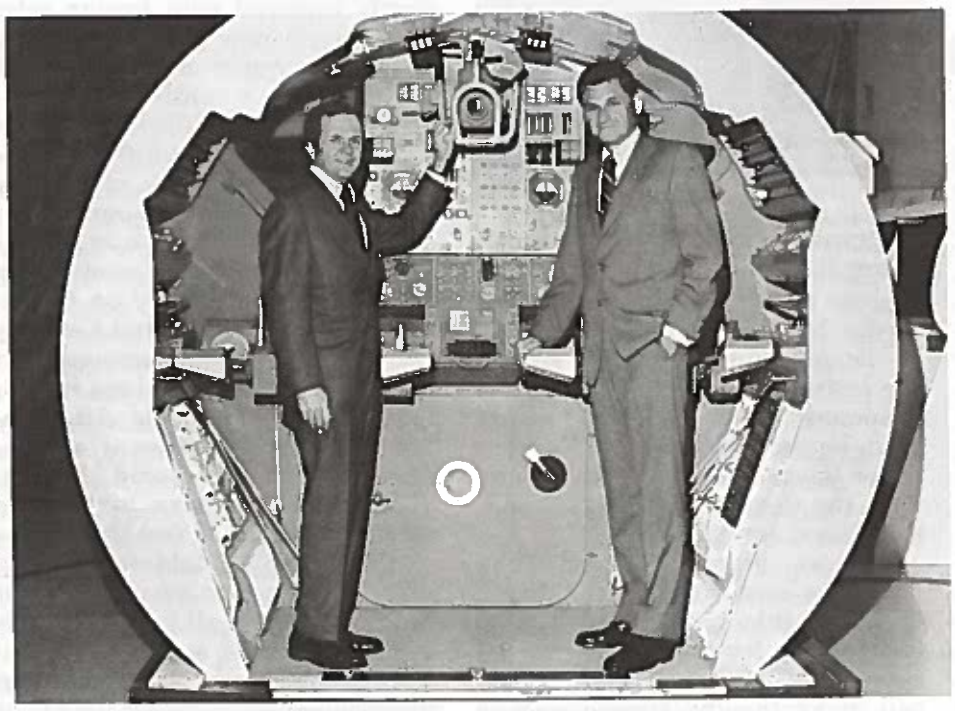
When the American Freedom Train begins its journey through 48 continental states in the spring of '75, it will also be carrying a bit of Grumman heritage — a LM cockpit mock-up.

The American Freedom Train is a 1930-vintage, steam-powered, 24-car train which will carry some of this nation's most treasured documents and artifacts to display to people in over 76 cities during the Bicentennial period of 1975 and 1976.

The train will exhibit in 10 specially designed display-cars a collection of historical documents and memorabilia gathered from important museums and historical societies across the country.

Recently shipped to Virginia for installation, the Grumman LM mock-up, will be on exhibit in the "Adventurous" car. This car represents the adventurous Americans who pursued the never-ending quest for fresh frontiers that prompted exploration and expansion of this country ... from early pioneers settling the West to modern pioneers lured by the mysteries of outer space.

Moving walkways will carry an estimated 10-million visitors through the exhibit cars at a rate of 2,000 people per hour during the train's 21-month journey.



Final checkoff. President George Skurla (L) and Tom Kelly, Vice President–Space Programs, recently inspected LM mock-up before it was shipped to Virginia for installation on the American Freedom Train.

obituaries

CHARLES R. BECKER of Product Support, Plant 77, died January 31 at the age of 53. He had been with Grumman since 1966 and lived at 21 Pleasure Avenue, Fort Pierce, Florida.

PAUL COCCHI of Major Assembly, Plant 27, died February 12 at the age of 54. He had been with the company since 1945 and lived at 103 Radcliffe Avenue, Farmingdale.

PAUL E. TOUSSAINT of Electronic Test, Plant 14, died February 12 at the age of 60. He had been with the company since 1951 and lived at 45 Rutledge Avenue, Northport.

TOMMY J. DONG of Assy. Tool and Hand. Equip., Plant 2, died February 15 at the age of 42. He had been with the company since 1954 and lived at 47-18 39th Place, L.I. City.

EDWARD HAWREY of Alodine, Plant 2, died February 18 at the age of 59. He had been with the company since 1942 and lived at 86 Anchorage Drive, West Islip.

DOMINICK J. PASTORE, director of Inspection/Q.C., Plant 77, died February 13 at the age of 49. He had been with the company since 1955 and lived at 1323 Rockledge Drive, Rockledge, Florida.

LENORE SEIP of Distribution Services, Plant 4, died February 18 at the age of 55. She had been with the company since 1964 and lived at 84 Bucket Lane, Levittown.

You can support wide, wide world of GAA for only $1

The list of "rip-offs" seems to be growing everyday ... and usually it's you who is being ripped off. But here's a steal you can enjoy and, better yet, won't get busted for. A membership card in the Grumman Athletic Association still costs only $1. When we say "still", that means GAA hasn't jacked its price since its first membership drive in 1947 — a year some at Grumman weren't even born yet.

The Grumman Athletic Association is for you. And whatever you get out of that meager sum is pretty much up to you. There are scores of activities for both your mind and your body ... however the spirit moves you. The GAA has something for everybody.

GAA sponsors a long list of intramural activities: basketball, bowling, table tennis, golf, softball, volleyball, pocket billiards, handball — you name it and they've got it. And if they don't, just give them a call and they will assist you in beginning a new recreational activity.

Many activities offered by GAA also include your own family members. For instance, there are several trips sponsored each year from weekend ski jaunts to week-long excursions to many locations around the world.

Just glance down the long list of club activities at Grumman — GAA helps promote these club functions, too. People of like interests can get together to exchange views, opinions, experiences, and whatever else may be their fancy. And if you don't see a club listed that you're interested in, contact the GAA. That's what the founders of the new Martial Arts Club, and the new Cycle Touring Club, did last year.

Interested in a little friendly competition during lunch? Contact the GAA. They'll help you set up whatever sports activity you and your buddies wish to fill your lunch time with. That's what many people did in several plants last year. For instance, Plant 34 had a six-month volleyball tournament which they played on a make-shift asphalt court on the parking lot.

And don't forget about the clinics held each year: bowling, tennis, and golf ... or the extra added attractions such as the physical fitness program now underway in a nearby grammar school gym that has over 150 people participating.

All this for a buck! And don't feel bad about ripping off the GAA ... they want your support ... and you can give it for only one "George Washington." How can you refuse?

Mike Cherry, who's conducting the Athletic Association drive this year, reminds all those who purchase membership cards that none of the money collected in the campaign goes toward sponsoring so-called varsity sports. Company golf, bowling, softball, tennis and basketball teams, for instance, are supported solely through corporate contributions.

This year, GAA is offering 15 top prizes of $100 U.S. Savings Bonds and 50 sets of Grumman glasses of consolation prizes to lucky card holders. To be eligible to win one of these 65 awards, all you have to do is purchase one of the $1 GAA tickets, write your name, department, and telephone extension on the stub, and hand that portion back to your department administrator so it can be returned to GAA for the prize drawing on April 4.

Remember, the drive starts Monday, March 3, and ends Monday, March 31. Your support is needed ... your participation in any of the GAA activities is welcomed.

Sporting gesture. President George Skurla happily gives up a dollar bill to Mike Cherry to become the first subscriber in this year's Grumman Athletic Association membership drive. Mike, who's heading the drive this year, say's that's one down – 23,999 to go! (Photo by Bob Settles)

If you are not approached by someone in your department to purchase a ticket, ask your supervisor for one of the membership cards. And if you can't get any action in your home department, call GAA on Ext. 2133 or 2269 — they'll be happy to personally sell you a card.

Though Bob Benn and his GAA staff aren't telling how they do it, they've obviously discovered how to stretch a buck a long, long way. Why not pass the buck to GAA, right away?

Activities List

Club	Contact	Ext.
Campers	Vince Casano	86141
Chess	Alex Ikonnikow	1252
Coin (Bethpage)	Sam Koeppel	2377
Coin (Calverton)	Wally Kondratowicz	415
Bicycle	David Hartman	1586
Duplicate bridge	Milton Magid	6119
Divers (Aquatic)	Sue Mathisen	7112
Fencing	Dave Goodwin	2014
Flying	Betty Schledorn	7372
Martial arts	Jeff Cosman	87175
Model railroad	Dave Sharp	7266
Old Friends (OFC)	Andrew Messina	2574
Radio	Emmett Goodman	87125
Road & Gun	Lou Furino	84732
Ski	Donna Petresky	6466
Table tennis	Frank Malone	7951
Model airplane (Calv.)	G. Thommen	826
	Varsity teams	
Bowling	Herb Mahoney	2133
Basketball (Men)	Mel Knopf	9677
Golf (Men)	Mike Cherry	2269
Golf (Women)	Roseanne Maglione	2743
Rifle	Warren Block	2897
Softball (Men)	Jack Keane	1301
Softball (Women)	Jim Schwab	2036
Soccer	Scotty Mayors	2400
Tennis (Men)	Jay Leng	2239
Tennis (Women)	Rita Looney	2133

Calverton to get new phone system

Starting June 28, Calverton Operations will have the most modern telephone system available today — 101-ESS (Electronic Switch System) — says Al Zoitke, manager of Telephone Services.

With this new system, everyone at Calverton will be assigned new telephone numbers — four-digit instead of the old three-digit numbers.

Some additional new features are:

- Direct inward/outward calls (no more going through the switchboard)
- Station transfers in/outward (you can transfer a call from your own telephone unit without the assistance of an operator)
- Three-way conference calls (a shop foreman talking with a vendor can also hook-up with another consulting party on the same phone unit)

Art Leach, director of Communications Services, says that the changeover won't affect Calverton operators — they will be relocated in the department.

Unlike your telephone system at home where you never quite know how your message units are accumulated, this new system with the aid of computers will keep track of each call: its time-duration, cost, destination extension, and the Grumman extension from which the call is made. A message identification list will be tabulated each month, and sent to every department.

Shortly, Zoitke and his staff will be visiting the Calverton plants with sample phones and a special telephone training film to provide instructions in the new system.

V. J. McAvoy

W. R. Trukafka

R. B. Smith

H. H. Ziermann

J. J. Falque

C. A. Remmert

J. W. Safford

T. M. Harmon

F. Gauch, Jr.

service milestones

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Thomas M. Harmon, Instrum. Syst. Des. (6)
Frederick Gauch, Jr., Aircraft Programs (7)
Robert G. Vanderbilt, Dist. Services (30)
John Teufel, Jr., Prog. Estimating/Pricing (30)
Warren A. Lipman, Training Systems (43)
George E. Bennett, Prod. Rel./Analysis (43)

R. G. Vanderbilt

J. Teufel, Jr.

W. A. Lipman

G. E. Bennett

Frederick J. Taylor, Airport Operations (7)
Robert W. Butts, Elect. Test (8)
Salvatore C. Salina, Adv. Space Systems (25)
Lee H. Stacey, Maint. Admin. (27)
William F. Kiesel IV, Fluid Power (35)
Louis G. Kaufman II, Fluid Dynamics (35)
Charles A. Farell, Administration (35)
Alfred Muller, Sub. Assy. (36)
Willis D. Carpenter, Jr., Inspection (77)
Vincent J. Tancredi, P/S Logistics Serv. (80)
Richard V. Lambert, P/S Logistics Serv. (90)
Gordon H. Ochenrider, Jr., Vice-President, Washington Operations

Charles P. Gudelis, Management & Staff (5)
Henry Sims, Food Service (6)
George W. Mohr, P/S Servo/Trng. Dev. (7)
Adam L. Lyons, Flight Avionics (7)
George P. Kuck, Elect. Prod. Support (7)
Paul M. Klaverweiden, Meas. Stand. Lab. (12)
Reinhold A. Fenske, Electronic Test (14)
Carlon B. Clark, Electronic Test (14)
Frank Armanno, Repair Control (14)
George H. Stelljes, Jr., P/S Digital Engg. (15)
John E. Ireland, P/S Supply Data (15)
Milton W. Kitchen, Jr., P/S Prov. Requirements (15)
Domenick Tringali, Plant Protection (18)
John Rogers, Prog. Proc. Mgmt. & Staff (25)
MaryLou Vanderhoof, Property Acctg. (30)
Edward U. Thomas, Sub. Sys. Reliability (34)
William F. Besemer, P/S Technical Issus. (34)
Thomas A. Campo, Jr., P/S Prod. Supp. Mgmt. (35)
Frederick M. Barth, Prod. Supp. Mgmt. (35)
Joseph Sicari, Facl. Maint. (35)
Loretta M. Heithaus, Dist. Services (35)
Joseph B. Martin III, Computer Appl. (35)
John J. Klevanosky, Q.C. Mgmt. (43)
Peter J. Schmidlin, P/S A/C Sys. Serv. (81)
Walter R. Miller, San Diego Training (88)
Robert B. Seabrook, Support (88)

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Otto F. Pook, Production Mgmt. (6)
William R. Meyer, P/S A/C Sys. Serv. (94)

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Mario C. Lombardo, Structural Analysis (1)
Warren Strong, Systems & Facilities (2)
Amedo A. Missale, Jigs & Fixtures (2)
Samuel Merra, Fac. Maint. (2)
Stanley Hajek, Presentation Services (2)
William J. Morley, Static Test (5)
Frederick E. Balk, Supp. Equip. Prod. (5)
Edward J. O'Donnell, Prod. Plt. Mgmt. (5)
Mercedes W. Rogozenski, Corp. Estimating/Pricing (5)
Theodore A. Jensen, Corp. Plan. Control & Budgets (5)
Daniel P. Grattan, Engines (6)
William G. Swamback, Statn. Foreman (6)
Frank Lucas, Prod. Statn. Foreman (6)
Osborne M. Singer, Production Release & Analys. (6)
Richard H. Boehning, Resources (6)
Richard J. Stubbe, Vehicle Prod. Supp. (7)
Robert K. Smyth, Director, Flt. Acceptance (7)

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John M. Keane, Jr., Plan. — Mgmt. & Staff (1)
Herbert S. Hebel, Chemical Engg. & Process Stand (1)
Ruth E. Moorhead, Methods Engg. (2)
Fitzpatrick Edmonds, Trans. — Ops. (3)
George A. Soltan, Maint. Rearrangement (3)
Nicklais Burdo, Static Test (5)
Timothy P. McCarthy, Facl. Maint. (5)
Frank Andrukanis, Facl. Maint. (5)
Leon C. Chevallay, Jr., Customer Requirements (5)

Henry C. Koraleski, Sub-Assy. Major (1)
George P. Eisenhauer, Project Proposals (1)
Ralph J. Marro, Drop Hammer (2)
William C. Zimmerman, Prod. Ctl. (2)
Eugene Jeskin, Tool Control (2)
William H. Wandelt, Ctr-Sect-Final (3)
Bryant K. Driscoll, Dets. & Subs. — Mgmt. & Staff (3)
Frederick Schumacher, Supp. Equip. Prod. (5)
William A. Heuslein, Cust. Requirements (5)
Alexander I. Robertson, P/S Supply Operations Proj. Mgmt. (15)
Nicholas H. Candito, Facl. Maint. (17)
Anthony S. Goscinski, Trans. — Equip. Maint. (20)
William F. Smatlak, Q.C. Laboratory (27)
Francis P. Mezzacapo, Req. Planning (30)
John A. Tarasevich, Machine Parts/Raw Material (30)
Joseph A. Siniscalchi, Prog. Estimating/Pricing (30)
Stirling Klein, P/S Supply Operations Proj. Mgmt. (34)
William C. Frederick, P/S Tech. Writing (34)
Edward A. McDonnell, GSE Final Assy. (43)
William H. Bedell, Jr., Flt. Crews (77)

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Vincent J. McAvoy, Prod. Plt. — Mgmt. & Staff (1)
Lillian VanSise, Program Mgmt. — F-14A (1)
William R. Trukafka, Press (2)
Robert B. Smith, Small Parts Fab. (2)
Henry H. Ziermann, GSE Mechanical (2)
John J. Falque, GSE Mechanical (2)
Charles A. Remmert, Steel Parts Assy. (2)
John W. Safford, Mach. Oper. — Tech. Services

PERSONAL

The family of the late Anthony Kowalski extends sincere thanks for the many acts of kindness and comfort during our recent loss. Your flowers, prayers, and thoughtfulness were greatly appreciated.

Long-time service. When seven persons attached to the Naval Plant Representative's office celebrated 30 years' service with the Government several months ago, Capt. Richard Wilson hosted a get-together at the Navy office in Plant 35 at which he presented the men with Federal Length of Service awards. Guests of honor included (L to R) Nicholas Sawchuk, Martin Gans, Albert Cappellino, Benjamin Luckey, Angelo Bellissimo, Edward Krasowski, and Harry Lopatin.

Calling all hams. Grumman Amateur Radio Club members, Jack Cottrell (WA2PYK) and his son, Douglas (WB2PYM), talk with Hawaiian hams during recent American Radio Relay league contest. The club meets every third Wednesday of the month on the Plant 5 roof. Interested? Contact Emmett Goodman, Ext. 87125. (Photo by Emmett Goodman)

Varsity cagers undefeated in Industrial hoop circuit

The Grumman basketball varsity is living high on the hog: first place residency in the Industrial league. And while others in the circuit are feeling the "pinch" of defeat, the Hellcats are riding without a blemish.

Three former Manhattan College players paced the Hellcats to a 83-73 victory over Republic Aviation. Larry Tarvin led the scoring with 26 points, Jim Heine was top defensive man under the boards while chipping in with 15 points, and Frank Quarto controlled the floor game.

The varsity downed Hazeltine, 60-49, for win number three. Eddie Krol led the scoring attack with 15 points.

In their next court battle, the Grumman cagers stopped an aggressive Nassau Community College Alumni team, 95-82. Rich Washington, Quarto, and Gary Flynn sunk 24, 16, and 12 points, respectively.

Leading scorer for the Hellcats, Larry Tarvin, returned to the lineup after a bout with the flu and led the 88-63 assault against IBM by scoring 28 points. Stopping IBM means containing former St. John's star Bob Doerr. While Jim Cruthers and Krol forced Doerr to take tough outside shots, Heine, Nat Kelly and John Ebron dominated the backboards. Thus, IBM was restricted to a "one" shot offense for most of the contest. As of this writing, Sperry is 1½ games behind the first place Hellcats.

In the Glen Cove league, the Hellcats broke up a tight ball game in the fourth quarter and spurted to a 101-88 victory over St. Pius. Larry Tarvin pumped in 42 points, thus setting a new single game club record. Rich Washington, a consistent big man on defense, provided his own offensive punch with 20 points.

Two foul shots by Frank Quarto with one second remaining gave the Grumman cagers a 96-95 victory over Sutter's Mill. The hoopsters trailed 71-57 early in the fourth quarter, but tight defense and accurate shooting carried them back to a 94-93 lead with nine seconds to go. Sutter's Mill retaliated with a 2-pointer, but then Quarto was fouled while driving to the basket. With one second on the clock, Quarto sealed the victory at the foul line.

ESO tickets

Discount tickets are now available at all Employee Service Offices for Flora '75, a flower exhibit to be held at the Nassau Coliseum in Uniondale, from Saturday, March 1, to Sunday, March 9. The exhibit hours are 10 a.m. to 10 p.m. ESO is offering $3 tickets for $2; children's tickets are $1 apiece.

Berka leads pistol team into first place territory

The Grumman center-fire team in the South Shore league continues to wipe out its opposition on the pistol range.

Jim Dinan and Al Berka led a 1,074-1,005 assault against Huntington Marine Gun Club by firing 278 apiece. The center-fire squad showed no mercy for PJM R&P club, as they fired 1,082 to the challengers' 886. Berka and Dave Rice led the way with 276, and 275, respectively. The Grummanites now stand at 5-0.

Berka and Dinan have also proven deadly in the international division of the Industrial league. The Grumman crew recently defeated Timberwolves Club, 1,118-994, with help from Berka's 288. They then went on to beat Kollsman Instrument, 1,103-975 ... thanks to the powerful shooting of Dinan, 287. Racking up their fifth win in as many matches, the ICF squad squeaked by Pan Am ICF, 1,099-1,095. Berka and Dinan were high shooters with 284 and 279, respectively.

In the sharpshooter division, once again it was Al Berka at the top of the charts. The Grumman "Ds" sport a record of six wins and one loss. One of their latest victims — fellow Grummanites on the Gold team — fell 1,057-1,065. Berka and Dave Rice were top shooters with 276 and 271, respectively. The Pan Am "A" team felt the Berka punch two matches in-a-row. With Berka firing 275, Pan Am fell 1,039-1,076. Two nights later, they fell again to Berka and his "D" teammates, 931-1,065. Berka was high with 284.

In the marksman division, a showdown between two Grumman pistol squads — the "Bs" and the "Cs' — is imminent. The "Bs" have five wins and one loss under their belts, while the "Cs" are sitting pretty — they're undefeated in five matches.

In the "Bs" only loss, the entire team must have been in a slump; they fired only 931 to Kollsman Instruments' 987. Top shooter was Marcello Longa with 243. But the "Bs" rebounded in the next outing by outshooting their fellow Grumman "E" team, 991-909. They then went on to defeat IBM 974-902. Mort Weinberg was top gun with 255.

Behind the fine shooting of Tom Lovatt (267), the "Cs" racked up win number four over Kollsman, 1,014-945. Roger Metzger's 255 was at the top of the list in the 995-993 assault against Republic.

Keglers enter final stretch

Only 13 more weeks to go ... and counting. The bowling season may be entering the final stretch, but there is still plenty of alley time left to squash old league records ... or possibly roll a new individual career record.

The Strikers — Dick DiDonato, Fred Dick, and Ray Zeller — etched their names in the Master league's record book with this season's high team series of 2334. By firing 200-202-225-247-874, DiDonato also set an individual league high for a four-game series.

Other action on the Master's alleys: Al Kirillin, 233-805; Kevin Kremler, 231; Fred Skirde, 248; and Ike Washington, 206-216-797. (Note: Plane News is still anxiously waiting for Joe Sardi to roll '760' series and gain a spot on the weekly report ... not much time left, Joe.)

In the Patchogue Mixed league, Jim Childress fell three pins short of Gene Burgess' league high game of 242. Ed Charland's 229-607 effort was also shy of a new season series mark, but Joan Burgess' 227 effort tied her previous high game for women. Val Lindstrom is still breaking the '200' barrier; in her latest alley jaunt, she rolled 201.

On the Red league alleys, Ed Schoemfeld was high kegler for the night with 222. Joe Hoffman bettered Ed's effort by one pin for a 223 on the Rocket alleys.

And there's a new record barrier set up by Black league secretary, Ernie Neves — those keglers first to spill 10,000 pins this season. They are: Joe Aquilino (10,370); Frank Weber (10,324); and George Reuther (10,314).

In the Classified league, a new team high series of 2,343 was rolled by the Ten Pins — Ted Collock (221), B. White (236), F. Catalano (208-202), and B. Saidler.

Offering instructions in aikido

Last year, the Martial Arts Club was formed to instruct those Grummanites interested in learning shotokan karate. Now an additional oriental martial art, aikido, is being offered to all employees and their families.

Aikido (pronounced ai-kee-dough) has not received as much publicity as other arts of self-defense. An aikido student uses the momentum of his or her attacker, timing, and pressure points to turn the attacker's power against himself. Even though the use of mats is necessary, says Vic Resmini of Plant 15, there is less chance of injury because there are no kicks, blows, or strikes in aikido.

Resmini, who holds a black belt in aikido, will be conducting the sessions. Vic is a member of the L.I. Aikido Association, and reports that many other aikido black belts will conduct the meetings on occasion, including his instructor, Ed Hagihara, a fourth degree black belt.

The classes will be open to all Grummanites and their families. According to Vic, any person, regardless of age or sex, can become skilled in the martial art of aikido. If you are interested, call Chet Baumgartner, GAA, Plant 30, on Ext. 2133

'Midas touch' turns waste into valuable by-products

Although you still can't make a silk purse out of a sow's ear, over at the Materials and Process Department in Plant 12 they're doing the next best thing — researching ways to produce valuable fertilizer and other materials out of a noxious acid byproduct.

The acid, a combination of hydrofluoric and nitric acids, is used to remove scaling (or oxidation) on titanium alloy parts. The waste acid from the process, containing metal contaminants, is of minimal value in itself, but once mixed with chemical granular quicklime a Cinderella-like transformation begins.

The quicklime combines with the hydrofluoric acid in the mixture to produce calcium fluoride sludge; it also reacts with the nitric acid to produce calcium nitrates. The calcium fluoride sludge can be separated by centrifuge from the calcium nitrate. When the resulting effluent is chemically evaporated, it yields water vapor and calcium nitrate, a high grade nitrate fertilizer.

This rags-to-riches saga is being developed with the financial assistance of two grants from the Environmental Protection Agency (EPA) totalling $100,000. Grumman was chosen for the EPA project after the company had demonstrated its interest and capability in an earlier proposal to EPA.

The first EPA grant provides for research and development on fluoride wastes only, while the second grant includes nitrate wastes as well. Both grants provide for three quarters of the total project costs, with Grumman paying the other quarter.

The Grumman process was outlined recently in a paper presented in Washington, D.C. by Christian Staebler, project engineer for the Grumman-EPA project, at the National Conference on Management and Disposal of Residues from the Treatment of Industrial Wastewaters. The treatise, unromantically entitled "Treatment and Recovery of Fluoride and Nitrate Industrial Wastes," was "music to the ears" of many of the attendees who face similar problems themselves, says Staebler. "Conferences such as these are of prime importance to the project, whose major goal is to give these techniques the widest possible dissemination," adds Ron Heitzmann director of the Materials and Process Department.

At present the project is still in the development stage. After the initial trial period, however, Staebler says that the process will be evaluated by Grumman's Facilities Department for routine disposal of these acid wastes. But EPA grants already have brought forth some concrete results — namely, a concrete bench made of 15 percent calcium fluoride sludge. Staebler feels that this unprepossessing offshoot of the sludge treatment process may serve handsomely as a "filler" constituent of concrete without significantly affecting that material's structural integrity.

While industrial waste may still not be considered a gold mine, Grumman's experience demonstrates that there could be a lot more to it than just plain old garbage.

Time running out?

A note from Harry Ballard Jr. of Supply Operations, Plant 25, reminds former U.S. service men and women that they may still be eligible for certain educational benefits from the Veterans Administration should they wish to continue their studies. According to Ballard, the V.A. extended educational benefits in September 1974 for a period of two years to veterans who were discharged after January 1955 ... so if you qualify, you may still have more than a full year of educational benefits available to you. Should you require more information, contact your nearest V.A. office or get in touch with Ballard who works in Supply Ops (A-6), Plant 25.

Harbinger of spring? Mary Bokrosh, a secretary in the Materials and Process Department, and project engineer Christian Staebler water plant in springtime setting inside Plant 12. The not-so-obvious tie-in is that the water, the plant fertilizer, and 15 percent of the concrete bench are offshoots of a new waste processing technique now under study at Plant 12. (Photo by Marie Trimborn)

calendar

Notice of events for period March 14 to March 28 should reach Plane News by March 7.

Coin Club (Bethpage): Every Wed., 12:05 p.m., vendor conference rooms, Pl. 25; informal lunchtime meeting. Ken Hale, Ext. 1631.

Coin Club (Calverton): 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome. J. Kreussling, Ext. 281.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; visitors welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 7541.

Flying Club: Fri., March 14, 5 p.m., Pl. 28; business FAA films. Betty Schledorn, Ext. 7372.

Grumman Family Campers: Sun., Mar. 2, 5 p.m., Pl. 3 cafe; reg. monthly meeting. Earl Schroeder, Ext. 1923 (nights).

Old Friends Club: Mon., Mar. 3, 7 p.m., D's Restaurant; monthly meeting. Jerry D'Agostino, Ext. 9145/ Frank Mistretta, Ext. 2883.

Rod & Gun Club: Every Tues., 6-8 p.m., Colonial Range, Gardiners Ave., Levittown; Every Thurs., 6-10 p.m., Old Bethpage Range, W. Babylon; Every Fri., 6-8:30 p.m., Marine Headquarters Range, Stewart Ave., Garden City; practice & matches; open to all Grummanites. Call GAA for information.

Ski Club: Wed., Mar. 5, 6:30 p.m., Plaza Restaurant (corner of Old Country & Newbridge Rd., Hicksville); skiing/social; guests welcome. Donna Marie Petresky, Ext. 6466.

Society for the Advancement of Mat'l. & Process Engineering: Tues., Mar. 11, 5:30 Happy Hour, 6:30 Dinner, 7:30 speaker, Kings Grant Motor Inn, Exit 46, L.I.E., Plainview; N.Y. Chapter; "Imagination Sparks Development"; guest speakers: K.A. Eastlund, J. Jones, E. Butterfield, C.A. Roth — 3M Co.; guests welcome. G. Lubin, Ext. 1717/S. Westerback, Ext. 2725.

Stamp Club: First & third Wed. of each month, 5 p.m., Pl. 30 cafe. Hal Potkewitz, Ext. 1251.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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